

Commercial.

THIS DAY.

The only transaction we have to report from the Share Market this morning is a sale of Docks at 57 per cent. premium.

Since noon a few small lots of Bank shares have changed hands at quotation. A small number of Dock shares are on the market at 57 premium. China Sugars have been dealt in at 151, 151½, and 152 per share, and left off with sellers at the last rate. Nothing in other stocks requires special mention.

SHARES.

Hongkong and Shanghai Bank—New Issue, ex. div. 187 per cent. premium, sales and buyers.
Union Insurance Society of Canton—\$625 per share, buyers.
China Traders' Insurance Company—\$2,600 per share, sellers.
North China Insurance—Tls. 1,350 per share, sellers.
Canton Insurance Company, Limited—\$110 per share.
Yangtze Insurance Association—Tls. 1050 per share.
Chinese Insurance Company—\$220 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$340 per share, buyers.
China Fire Insurance Company—\$370 per share.
Hongkong and Whampoa Dock Company—57 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium.
China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$175 per share.
Indo-China Steam Navigation Company, Limited—15 per cent. div., sellers.
China Sugar Refining Company, Limited—\$152 per share, sales and buyers.
China Sugar Refining Company (Debtors)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$80 per share, sellers.
Hongkong Ice Company—\$160 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—18 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7½
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 60 days' sight 3/8½
Credits, at 4 months' sight 3/8½
Documentary Bills, at 4 months 3/8½

ON PARIS.—Bank Bills, on demand 462
Credits, at 4 months' sight 472
ON BOMBAY.—Bank, T. T. 223½
ON CALCUTTA.—Bank, T. T. 223½
ON DEMAND.—Bank, T. T. 224
ON SHANGHAI.—Bank, sight 721
Private, 30 days' sight 731

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, 8535
(Allowance, Tals 12.)
OLD MALWA.....per picul, 8575
(Allowance, Tals 16.)
NEW PATNA (without choice) per chest, 8593½
NEW PATNA (first choice) per chest, 8596½
NEW PATNA (second choice) per chest, 8591½
NEW PATNA (bottom) per chest, 8600
OLD PATNA (without choice) per chest, 8605
BENARES (without choice) per chest, 8562½
BENARES (bottom) per chest, 8565
NEW PERSIAN (best quality) per picul, 9555
OLD PERSIAN (best quality) per picul, 8435
OLD PERSIAN (second quality) per picul, 8265

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & CO.'S REGISTER.)

| Barometer—P.M. | Thermometer—P.M. | Thermometer—A.M. | Thermometer—P.M. (Wet bulb) | Thermometer—P.M. (Wet bulb) |
|----------------|------------------|------------------|-----------------------------|-----------------------------|
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |
| 30.00 | 80.0 | 78.0 | 78.0 | 78.0 |

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer—P.M. 30.00

Thermometer—P.M. 80.0

Thermometer—A.M. 78.0

Thermometer—P.M. (Wet bulb) 78.0

Thermometer—P.M. (Wet bulb) 78.0

Thermometer—P.M. (Wet bulb) 78.0

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Thermometer—P.M. (Wet bulb) 78.0

Shipping.

ARRIVALS.

DE BAY, British steamer, 1,081, J. J. Lee, 1st Sept., Salgon 28th August, Rice and Paddy, Adams, Bell & Co.
FU-YEW, Chinese steamer, 920, Croad, 1st Sept., Shanghai 28th August, General—C. M. S. N. Co.
ANTON, German steamer, 395, Schroder, 2nd Sept., Manila 30th August, General—Wiel & Co.
YEH-SIN, Chinese steamer, 754, Deegan, 2nd Sept., Shanghai 28th August, General—C. M. S. N. Co.
GREYHOUND, British steamer, 216, D. Scott, 2nd Sept., Pakhoi 28th August, Hollow 20th, and Macao 1st September, General—Adams, Bell & Co.
SAITEE, French steamer, 262, Aranguren, 2nd August, Haiphong 31st August, General—A. R. Marty.
ESMERALDA, British steamer, 395, G. Wright, 2nd Sept., Amoy 1st Sept., General—Russell & Co.
FOKIEN, British steamer, 504, Harris, 2nd Sept., Tamsui 29th August, Amoy 31st, and Swatow 1st Sept., General—D. La-pralle & Co.
CHEANG HOCK KIAN, British steamer, 956, F. Webb, 3rd Sept., Penang 23rd August, and Singapore 27th, General—Bun Hin & Co.
FOOKANG, British steamer, 990, Hogg, 3rd Sept., Shanghai 30th August, General—Jardine, Matheson & Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 3rd Sept., Nagasaki 28th August, Coal—Thos. Howard & Co.
CHOP-CHUNG, Chinese gunboat, 3rd Sept., from Canton.
YUNG-CHING, Chinese steamer, 766, R. Andrew, 3rd Sept., Canton 2nd Sept., General—C. M. S. N. Co.
POSANG, British steamer, 983, Irvine, 3rd Sept., Canton and September, General—Jardine, Matheson & Co.
SUMATRA, British steamer, 1,406, T. Fairclough, 3rd Sept., Bombay 16th August, General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Esmeralda, British steamer, for Manila.
Aurora, British bark, for Bangkok.
Killerney, British steamer, for Swatow.
Canton, British steamer, for Saigon.
Greyhound, British steamer, for Hoilow.
Putang, British steamer, for Shanghai.

DEPARTURES.

September 2, Kong Bang, British steamer, for Swatow, &c.
September 2, Glenogle, British steamer, for Amoy, &c.
September 2, Namoa, British steamer, for Swatow, &c.
September 2, Churruca, Spanish steamer, for Manila.
September 2, Allyn's Isle, British bark, for Keelung.
September 2, Carl Ritter, German bark, for Chafu.
September 2, Kashgar, British steamer, for Yokohama.
September 2, Afghan, British steamer, for Swatow, &c.
September 2, Atalanta, German steamer, for Canton.
September 2, Fu-yew, Chinese str., for Canton.
September 2, Yeh-sin, Chinese str., for Canton.
September 3, Killerney, British str., for Saigon.
September 3, Greyhound, British steamer, for Hoilow.
September 3, Fookang, British steamer, for Canton.
September 3, Welle, German str., for Hoilow.
September 3, Poang, British str., for Shanghai.
September 3, Khorin, British str., for Swatow.
September 3, Chi-yuen, Chinese steamer, for Straits Settlements.

PASSENGERS—ARRIVED.

Per De Bay, str., from Saigon—22 Chinese.
Per Greyhound, str., from Pakhoi, &c.—18 Chinese.
Per Fookang, str., from Shanghai—Mr. Hoilow, and 80 Chinese.
Per Esmeralda, str., from Amoy—Dr. Westley, and 100 Chinese.
Per Cheung Hock Kian, str., from Penang, &c.—40 Chinese.
Per Saltee, str., from Haiphong—3 Europeans and 40 Chinese.
Per Fokien, str., from Tamsui, &c.—31 Chinese on deck.
Per Sumatra, str., from Bombay—128 Chinese.

DEPARTED.

Per Afghan, str., for Swatow—280 Chinese.
Per Welle, str., for Hoilow—10 Chinese.
Per Glenogle, str., for Amoy, &c.—3 Europeans and 50 Chinese.
Per Kong Bang, str., for Swatow, &c.—150 Chinese.
Per Namoa, str., for Amoy—Mrs. Hill, Lieut. R. L. Groome, R.N., and Mr. M. S. Silas.
Per Chi-yuen, str., for Straits Settlements—650 Chinese.
Per Glenogle, str., for Amoy, &c.—Dr. W. Doherty.
Per Fokien, str., for Singapore—Mr. and Mrs. M. P. Scott, and native servant, and Miss Anneta Ouzal.
Per Kashgar, str., for Yokohama—Mr. and Mrs. A. Meyer, Mrs. Hartigan, Colonel Parnell, C.B., Messrs. Kellar, Cunard, A. K. Travers, and R. Maguire.
Per Fokien, str., for Swatow—26 Chinese.
Per Greyhound, str., for Hoilow—40 Chinese.
Per Poang, str., for Shanghai—5 Europeans and 26 Chinese.

TO DEPART.

Per Esmeralda, str., for Manila—1 European and 80 Chinese.
Per Aurora, for Bangkok—4 Chinese.
Per Canton, str., for Saigon—130 Chinese.

REPORTS.

The British steamship Esmeralda reports left Amoy on the 1st instant, and fine weather and smooth sea.
The British steamship Fookang reports left Shanghai on the 30th ultimo. Had moderate S.E. to S.W. winds and fine weather all the way.
The British steamship Cheung Hock Kian reports left Penang on the 23rd ultimo, and Singapore on the 27th. Had moderate winds and fine weather.
The British steamship De Bay reports left Saigon on the 25th ultimo 9 a.m. Had moderate S.W. and S. winds to lat. N. 10°, thence to port had S.E. winds and heavy rains with squally weather.
The British steamship Greyhound reports left Pakhoi on the 28th ultimo. From Pakhoi to Hoilow had strong winds and heavy rain. Left Hoilow on the 20th. Had strong variable winds to Macao, from thence to Hongkong had strong N. Easterly winds and cloudy weather.
The British steamship Fokien reports left Tamsui on the 29th ultimo, and Amoy on the 31st. From Tamsui to Amoy and thence to Swatow experienced light variable winds with fine clear weather and smooth sea. From Swatow to Hongkong had moderate S.E. winds. The latter part had fresh N.E. wind with clear weather. The steamship China, in Swatow the steamship Para Chom Kian, Tamsui, Saigon, and Wooning.

SHIPPING IN HONGKONG.

STEAMERS.

AMOV, British steamer, 814, C. Hermann, 31st August, Canton 20th August, General—Siemssen & Co.—Kowloon Dock.
ARRATON APCAR, British steamer, 1,352, A. B. Mactavish, 30th August, and Calcutta 16th August, Penang 2nd, and Singapore 25th, Opium, Cotton, &c.—D. Sassoon, Sons & Co.
CANTON, British steamer, 1,195, J. C. Jaques, 30th August, Saigon 26th August, Paddy and General—Tung Kee & Co.
CITY OF RIO DE JANEIRO, American str., 2,275, W. B. Seabury, 1st September, San Francisco 4th August, and Yokohama 26th, Mails and General—P. M. S. S. Co.
CRUSADER, British steamer, 647, T. Rowin, 30th August, Saigon 25th August, General—Arnhold, Karberg & Co.
ELECTRA, German steamer, 1,161, E. Kaler, 30th August, Saigon 26th August, General—Siemssen & Co.
EMU, Spanish steamer, 410, Rementeria, 30th June, Manila 27th June, General—Remedios & Co.—Kowloon Dock.
EUROPA, German steamer, 1,003, T. Schade, 30th August, Saigon 25th August, Rice—Melchers & Co.
GLENELG, British steamer, 894, Speechly, 16th August, San Francisco, and Honolulu 13th July, General—Gillman & Co.
HAINAN, British steamer, 281, J. Woone, 31st August, Haiphong 29th August, General—Along.
KWANTUNG, British steamer, 680, J. C. Abbott, 1st Sept., Fookchow 28th August, Amoy 29th, and Swatow 31st, General—D. La-pralle & Co.
LIDO, British steamer, 650, T. Lewis, 28th Aug., Penang, and Saigon 24th August, General—Adams, Bell & Co.
LI YUNG, Annamite steamer, 150, Chuh, 19th June, Touron 15th June, General—Chinese.
MONGKUT, British steamer, 859, Loff, 1st Sept., Bangkok 26th August, General—Yuen Fat Hong.
MORAY, British steamer, 1,427, W. S. Duncan, 31st August, Calcutta 16th August, and Singapore 25th, General—Jardine, Matheson & Co.
PHILIPPA CHOM KLOA, British str., 1,011, Lightwood, 22nd August, Bangkok 15th August, Rice—Hop Hing Hong.
SIN TAIWAN, German str., 47, H. Viteen, 30th July, Taiwan 24th July, Ballast—Captain.
SUZZ, British steamer, 1,390, Geo. Ainslie, 30th July, Honolulu 28th June, Flour and General—Russell & Co.—Kowloon Dock.
TANALIS, French steamer, 1,750, Vaquier, 1st Sept., Yokohama 26th August, Mails and General—Messageries Maritimes.

SAILING VESSELS.

ANNA, German bark, 447, W. Jessen, 20th Aug., Newchwang 12th July, Beans—Wiel & Co.
ANTON GUNTHER, German bark, 441, F. Steinbrugg, 6th August, Touron 31st July, Coal—Melchers & Co.
AURORA, British bark, 294, R. Milne, 7th August, Bangkok 25th July, Rice—Chinese.
BONITO, German bark, 527, H. Haase, 28th August, Newchwang 16th August, Beans—Wiel & Co.
CHANDERNAGOR, German bark, 683, Sachse, 19th June, Touron 14th June, Coals—F. Blackhead & Co.
CROCODRA, American ship, 1,163, Locke, 30th June, Higo 31st May, Ballast—Master—Aberdeen Dock.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept., Nagasaki 23rd August, Coal—Captain.
ELSE, German brig, 287, Brinckmeier, 25th August, Hilo 15th August, Spannow—Captain.
ERLONKON, German bark, 455, A. Nandy, 20th August, Newchwang 17th July, Beans—Siemssen & Co.
FORMOSA, British schooner, 381, W. T. Quayle, 18th August, Newchwang 10th July, Beans—Siemssen & Co.—Kowloon Dock.
FORTUNE, Siamese bark, 447, Soderstrom, 26th August, Bangkok 11th August, General—Chinese.
GOODALL, American bark, 843, Wm. R. Hogan, 18th July, New York 30th Jan., Kerosine Oil—Russell & Co.
GRANDER, American ship, 1,254, Jacobs, 15th July, Newcastle, N.S.W., 26th May, Coal—Order—Kowloon Dock.
GREYHOUND, British bark, 231, Prescott, 9th August, Albany, W.A., 16th June, Wood—Gillman & Co.
HANNA, German bark, 499, L. O. Deneken, 21st August, Hamburg 14th April, General—Wiel & Co.
HILENA, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August, Port Natal 13th June, Ballast—Turner & Co.
HONG SENG, Siamese bark, 316, W. H. H. Reynolds, 24th August, Bangkok 10th August, General—Chinese.
JACOBINE, German bark, 417, C. H. Christensen, 20th August, Newchwang 26th July, Beans—Ed. Schellhass & Co.
KILLENA, British bark, 795, H. Wallace, 11th August, Hamburg 11th April, General—Meyer & Co.
LOONG WHA, British 3-m. schooner, 374, G. Graham, 31st August, Whampoa 30th August, General—Ed. Schellhass & Co.
LOUISA, German 3-m. sch., 245, Schierholz, 2nd Jan., Whampoa 31st Dec., General—Captain.
MAOIC, British schooner, 214, White, 20th Aug., Newchwang 25th July, Beans—Order.
MARIE, German bark, 465, Hyland, 20th August, Newchwang 17th July, Beans—Wiel & Co.
MATHILDE, German bark, 355, N. Tooningsen, 21st August, Quinhon 15th August, General—Ed. Schellhass & Co.
MYWANV, British barkentine, 162, James Vincent, 23rd August, Port Natal 27th June, Ballast—Turner & Co.
RAMIER, French brig, 280, Savary, 28th June, Hilo 10th June, General—Carlowitz & Co.

ROBERT DIXON, American ship, 1,368, O. C. Young, 23rd August, Cardiff 23rd April, Coal—Messageries Maritimes.
SIAMEN CROWN, Siamese ship, 537, C. L. Jorgensen, 22nd August, Awhin 6th August, General—Kin Tye Loong.
SILVER EAGLE, British bark, 608, S. Richards, 21st August, London 9th May, General—Wiel & Co.
SOUTHA, American bark, 1,004, F. D. Walda, 9th August, Newcastle, N.S.W., 7th June, Coal—Adams, Bell & Co.
SOUTHERN CROSS, American ship, 1,286, G. A. Bailey, 18th August, New York 14th April, Coals—D. La-pralle & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July, from Chungchow—W. H. Ray.
SOLIDE, French bark, 388, J. Dumand, 29th August, Newchwang 16th August, General—Carlowitz & Co.
STILLMAN B. ALLEN, American bark, 157, W. S. Eldredge, 28th August, Honolulu 3rd July, Oil and Coal—Russell & Co.
STAMLOK, Siamese bark, 470, Muller, 26th August, Bangkok 11th August, General—Order.
TERKE-BROUWERS, British bark, 366, Kahlke, 1st Sept., Quinhon, 25th August, General—E. Tye Hoog.

HONGKONG—SAILING VESSELS.

Continued.

TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal—Adams, Bell & Co.
VELOCITY, British bark, 490, R. Martin, 27th August, Chafu 11th August, General—Blackhead & Co.
WRECKER, American lorch, 55, Henderson, 16th July, Cuaup Island 1st June, General—Blackhead & Co.
ZOUAVE, American ship, 1,202, Robert C. Loper, 2nd August, Cardiff 4th April, Coals—P. & O. S. N. Co.

CANTON.

ATLANTA, German steamer, 738, E. G. Pfaff, 1st September, Chafu 24th August, Beans—Siemssen & Co.
LEE-YUEN, Chinese steamer, 734, L. Barfoot, 21st August, Newchwang 16th August, Beans and General—C. M. S. N. Co.
YANGTZE, British steamer, 784, D. Casson, 31st August, Shanghai 28th August, General—Siemssen & Co.

WHAMPOA.

CITADEL, British bark, 264, Morrison, 28th August, Newchwang 4th August, Beans—Man Yuen Loong.
SATURNUS, German bark, 608, Schade, 19th August, Newchwang 13th July, Beans—Siemssen & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, and Macao Steamboat Co.
Klung-chow, British steamer, 159, Goggin—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,800—Hongkong, Canton, and Macao Steamboat Co.
Spa, British steamer, 140—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 27th August, 1883.

Almatia, American schooner, 387 (Lapham)—Boyd & Co.
Amoy, German schooner, 314 (Thetzen)—H. A. Petersen & Co.
Anna, German bark, 343 (Jensen)—Pasdag & Co.
Confucius, Siamese schooner, 258 (Simpson)—Captain.
Daniel, German bark, 416 (Vogt)—Pasdag & Co.
Ernst, German schooner, 356 (Hildebrand)—Pasdag & Co.
Francica, German bark, 736 (Gonta 5)—Russell & Co.
Frohlich, German brig, 360 (Moller)—Pasdag & Co.
G. H. Wappaus, British bark, 533 (Schroder)—Pasdag & Co.
Helene, German bark, 250 (Kosow)—Boyd & Co.
Hieronimus, German bark, 425 (Ipland)—H. A. Petersen & Co.
Lee-yih, British bark, 219 (Cathune)—Captain.
Minna Deutschman, German schooner, 164 (Spierling)—H. A. Petersen & Co.
Oscar Mooyer, German bark, 360 (Johannsen)—H. A. Petersen & Co.
Perle, British bark, 400 (Krusse)—Pasdag & Co.
Peter, German schooner, 397 (Moller)—H. A. Petersen & Co.
Roderick Hay, British bark, 290 (Nicholson)—H. A. Petersen & Co.

FOOCHOW.

In Port on 25th August, 1883.

Doretta, Siamese brig, 300 (Martin)—Russell & Co.
Emily, British brig, 295 (Sacks)—Chinese.

SHANGHAI.

In Port on 27th August, 1883.

Argos, British brig, 289 (Mitchell)—Nils Moller.
Brunette, British bark, 375 (Turnbull)—Morris & Co.
Centaur, German bark, 458 (Offensen)—Master.
Charon Wattana, Siamese bark, 595 (Ulrich)—Butterfield & Swire.
Chibaya, Japanese bark, 441 (Yamamoto)—M. B. Kahlke.
Ching-ching, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Diamond, British bark, 391 (Inokay)—Morris & Co.
Dorothy, British bark, 310 (Croad)—Drysdale, Ringer & Co.
Fochow, Siamese brig, 300 (Petersen)—Master.
Gesine Brons, German bark, 401 (Trumbold)—Siemssen & Co.
Helena, British bark, 540 (Lome Bang)—Russell & Co.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Lucky, Siamese bark, 424 (Sequeira)—Master.
Obed Baxter, American bark, 877 (Baxter)—Turnbull, Howie & Co.
Paul Jones, American ship, 1,285 (Gerish)—C. & J. Trading Co.
Queen of India, British bark, 389 (Inokay)—W. Hewitt & Co.
Satsuma, British bark, 354 (Loid)—Morris & Co.
Siam, Siamese bark, 225 (Thomson)—Butterfield & Swire.
Solide, British bark, 241 (Schroder)—Nils Moller.

YOKOHAMA.

In Port on 25th August, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
E. von Reulicke, German bark, 336 (Gottling)—Grosser & Co.
F. Abney, American bark, 1,048 (Marey)—R. Isaacs.
Galveston, German bark, 619 (Stunkel)—M. B. M. S. S. Co.
Guam, British schooner, 294 (Marnes)—Master.
Hindoo, German bark, 541 (Mathieson)—M. B. S. S. Co.
J. E. Graham, British bark, 1,301 (Cochran)—Messageries Maritimes.
J. V. Troop, British ship, 1,291 (Farnsworth)—Comes & Co.
Louise, French bark, 300 (Lemoinne)—P. M. S. W. Monkleman, American bark, 505 (Alberg)—M. Herman & Co.
Minerva, German brig, 319 (Duhme)—Jardine, Matheson & Co.
Normanby, American ship, 1,190 (E. F. Turkey)—Master.
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.
St. David, American ship, 1,535 (Frost)—J. D. Carroll & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hickey, Chafu.
Audacious, double-screw iron frigate, Captain R. E. Tracy, Chafu.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hipplacy, Chafu.
Cockchafer, gunboat, 4 guns, Lieut. Com. Wood, Fochow.
Curacoa, corvette, 14 guns, Captain Anstruther, Chafu.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliot, Chafu.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, Commander Gamble, Hongkong.
Flying Fish, sloop, 4 guns, Lieut. Commander Hoskey, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut. Commander McQuhae, Shanghai.
Keatrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnet, British gunboat, Commander C. P. Harris, Chafu.
Magpie, surveying vessel, 4 guns, Lieut. Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Nagasaki.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Hongkong.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor-Emmanuel, receiving ship, 20 guns, Commander Cumming, Hongkong.
Vigilant, paddle dispatch-vessel, 2 guns, Commander C. Lindsay, Nagasaki.
Wivern, turret-ship, 4 guns, In reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.
Alert, American corvette, 4 guns, Commander L. Kempf, Kobe.
Aragon, Spanish cruiser, Commander J. R. Hiquero, Manila.
Cher, French gunboat, Commander Lafon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostok.
Ernak

beyond the real number, but that many deaths have occurred and that the disease is still raging, there is every reason to believe.

The steamship *Haiting*, Captain Lancaster, on her arrival here from Tientsin, which port she left on the 22nd, is to be laid up, and will go to dock for the purpose of being lengthened. She will have 44 feet put into her, but in what dock this operation is to be performed we have not heard.

The following changes have taken place amongst the officer-corp of H.G.M. vessels *Ita* and *Wolff*. On board the *Ita*—Captain Claus (Commander of the *Ita*) has been relieved by Capt. Lieut. von Roettiger, and Lieutenant Prince Henry von Reuss (XXVI), by Lieutenant Deschewski. Dr. Gaehe has been relieved by Dr. Schneider. On board H.G.M.'s *Wolff*—First Lieutenant Paltecke and Lieut. von Amst are relieved by Lieut. Jacobson and von Grapow. H.G.M.'s *Storch* leaves on the 1st September for Singapore, whilst H.G.M. vessels *Leipzig*, *Wolff*, and *Ita* will leave on the same date for Chefoo. Rear-Admiral von Blane will be a passenger by the *Takago Maru* for San Francisco, via Yokohama.

The steam-tug *Rocket* left Shanghai on Friday last (August 24th) for a cruise, and yesterday, when near the North Saddle, fell in with the barque *Earl of Elgin*, Capt. Morrison, in distress, she having experienced the full force of a typhoon. Captain Roberts at once took the ship in tow. She was in a very disabled condition, her mainmast having been carried away close to the deck, mizen topmast gone, and her stern-carried away, so much so that everything was washed out of the cabin. The Captain and crew lost everything. The *Earl of Elgin*, owned by Messrs. Farnham and Co., Shanghai, was on a voyage from Puget Sound with a cargo of lumber, and it was owing to the nature of the cargo that she was kept afloat. She is now at Wossung, but draws too much water to cross the Bar.

The New Chinese Steam Navigation Co. we made mention of some time ago, will commence running their steamers after the Chinese New Year. The land now purchased on which to build the Company's premises was the property of late Mr. Chu Yuen-foo, who was the first manager of the China Merchants' S.N. Co. His young brother, Chu Yee-foo, is now one of the directors of this new Company. The directors, we hear, are Mr. Sing-an, Chu Yee-foo Sheng, Heingseon, Ma-kin-chun, and two military mandarins, whose names we are unable to tell. We hear also that four river boats will be built by Boyd & Co. for the Company, and four coast steamers are ordered from England through Boyd & Co. Wusing-an yen, the celebrated millionaire, will take the management of the Company's business.

We have received an interesting account of a wreck during the late typhoon of a barque on the South Bank, the captain and crew of which have arrived safely in port. The barque *Flodden*, 337 tons register, of Albany (Western Australia), on a voyage from Melbourne to Shanghai, was wrecked on the South Bank on Thursday last, during the late typhoon. She was just 30 days out, finding safety on Thursday that her both masts were not withstanding the violence of the gale, the Captain thought it was better to slip both cables, in order to prevent any further dragging, hoping to gain under sail, and the open sea again. The vessel struck shortly afterwards and sunk; the water was washing her decks by high water, and so they thought it the safest course to abandon her. The Captain and crew arrived here all safe yesterday morning; they saved nothing. She had a cargo of sandalwood and was consigned to Messrs. Lavers & Co.

In consequence of this accident the captain and his officers went down this morning in H.M.S. *Kaiser* to see the wreck, and to ascertain whether there was any possibility of raising her. The crew is quartered at the Sailor's Home. *Mercury*.

An iron pontoon was launched last week from Messrs. Farnham & Co.'s premises at the Old Dock. It has since been placed along the French bund opposite the M.M. Co.'s office.

Attempts have been made to raise the hulk *Bunker Hill*, which sunk on Friday last during the typhoon. Chains were placed round her, and a tug boat tried to tow her into shallow water, but did not succeed.

The C.M.S.N. Co.'s steamer *Yehsin* is at present at Wossung, where Chinese troops will embark. The same company's steamer *Fayou* leaves here to-night for Wossung, and will take 800 soldiers to Canton.

Since writing on the subject yesterday, we have made further enquiries respecting the prevalence of cattle disease around Shanghai. On good authority we hear that dead and diseased animals are still arriving at the grease shops at Pak-nien-joh daily, and that only a few days ago eight carcasses came together from the infected district near Sungking. We do not hear that the disease has made its appearance in any of the native dairies.

The *Sin-pao* says—His Excellency Tseung-tang is to establish a new Steamship Company, with its head-office at Tientsin. It is intended to purchase eight steamers to run between Tientsin and Shanghai and the Riverine ports. The ground selected for the Company's premises at Tientsin adjoins the eastern godowns of the China Merchants' Steam Navigation Company's property, and extends to a well-known eating house called Heun Wha Chuen, in Tse Chao Ling, Tientsin. The ground belongs to the estate of the late Mr. Chu Yuen-foo; the property was bequeathed to the China Merchants' Steam Navigation Company, and now the heirs of Mr. Chu Yuen-foo have deemed it for the sum of Tls. 20,000, and sold it to the new steamship company. It is said that H.E. Tse has petitioned the Emperor for leave to proceed with this new undertaking. The new company will be under the management of Wu Tse-tai. *Courier*.

FAREWELL ENTERTAINMENT TO SIR H. S. PARKES

Last evening, August 26th, the foreign community of Yokohama and Tokyo met in the Blue Gardens to bid farewell to the honored British Minister, Sir Harry Parkes, who leaves this scene of his long labors for the more important office of British Representative at Peking. At nine o'clock the guests had assembled. Sir Harry Parkes, accompanied by the two Misses Parkes, arrived and was escorted by the Reception Committee to a pavilion specially provided in the lower part of the Gardens, where the guest of the evening was presented with the following address:

TO SIR HARRY PARKES, K.C.B., Knight Commander of the Most Honourable Order of the Bath, and Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, and Consul General in Japan.

We have sought this opportunity of bidding you a united and public farewell, because we feel that it will be some alleviation of our sorrow to know that you accept this manifestation of the high esteem in which we hold you.

We come from various lands, we speak in various tongues, but to-day we have but one voice. During eighteen years you have been amongst us—some of us have resided here for the whole of this period, many for some con-

siderable portion of it; and these eighteen years, as they have passed on, have served only to strengthen the feelings of respect and esteem with which we have always regarded you. But the closeness of the ties which have so long bound us together has now to be broken. Changing and changeable as this community always is, it does not often occur that so long a period of mutual acquaintance, and we may say, of friendship, is permitted to run its course. For us, it is a matter of congratulation that we have so long had you in our midst—for you, it is but fitting that you should pass on to a higher sphere of labour.

You came amongst us already freighted with honours, and famous for distinguished services; and full well have you here sustained the fame of former years. There have not been wanting occasions which have called forth an exhibition of the same courage and intrepidity as of yore, but not less have you won high and solid distinction in the quieter paths of patient labour.

For us, your memorials lie around us, and meet us on every hand. Those of us who are your own countrymen would desire to take this last opportunity to ask you to accept, as their Minister, this acknowledgment of their high appreciation of all the services you have rendered to them—of the willingness you have ever shown to receive and attend to all their representations, and of your unflinching exertions in guarding their interests. And all of us equally feel a debt of gratitude for the much you have done to promote the well-being of this Settlement, and of the sister Settlements in Japan.

With its recreations, with its graver pursuits, with its benevolences, scarcely less than with its commercial interests, you have been always identified in a way which will leave behind you a blank not easy to fill.

There is much more we might say,—much more we would say, were this the time and the place. All we desire is that you would accept this much as the evidence of the unforgotten regret we feel at your leaving us.

And now we would bid yourself and your family circle God speed. Believe us your memory will remain green with us, and though gone from us we shall follow you with the pleasantest of recollections. May you spend a long career in health, happiness, and success, and increasing honour, and then enjoy with your family around you and growing up with you family and prosperity, the meed of a gallant, honourable, and distinguished career, handing down to your children the heritage of a brilliant reputation.

And we trust that sometimes amidst the cares of the important office to which you have been called, or the repose of later years, may come back to you pleasant memories of the friends you leave in Japan.

A copy of the address suitably mounted, was handed to His Excellency, who read the following reply:—

MR. WILKIN AND GENTLEMEN.

It is very difficult for me to find words to reply to an address expressive of such warm attachment not only on the part of my own countrymen but on that of the foreign residents in general.

The period of years which I have passed in Japan forms no small portion of life's span, and it would have been to my discredit, during that time, if I had not become intimately associated with most of the members of this united community. But I feel that you refer in far too generous terms to the services which you consider I have rendered you. I am myself only conscious of having endeavoured not to neglect the opportunities afforded me of fulfilling my trust, and if I have succeeded to your satisfaction, I am sensible that this result is due to the small measure attributable to the cordial support I have derived from my countrymen, and also to the kind assistance which I have received from the members of other nationalities. I have always found this community ready to place a favourable construction upon my action; to make allowance for difficulties which were beyond my control; and when little was accomplished, to give me credit for honest effort. This indulgent appreciation will go far to compensate me for the pain of separation, and will always cause me to look back with pleasure on my long residence in this country.

The proximity of the post to which I am now transferred will enable me to retain a deep interest in your affairs and also in the future of this nation. I have received much kindness from the Sovereign, the authorities, and the people of Japan; and in endeavoring, as it was my first duty to do, to advance the welfare of my own countrymen, I have always felt that the interests of foreigners in this country were inseparable from those of the people, and I have therefore only advocated measures and pursued a policy which I believe to be conducive to the benefit of both. I have also always considered—and it is only due to the regard of their own country—that the Government of Japan is entitled to our best sympathies in all trials and difficulties with which it has to contend in passing through the period of transition and in entering on the wide stage of reform which our advent may be said to have occasioned. But when the changes which have been so rapidly initiated affected the position and interests of foreigners in Japan, I then maintained as it was both my right and my duty to do, that they should be proceeded with deliberately, and that each step should be based upon mature reflection.

My earnest desire, which I am satisfied is shared by every one here present, is, in following out reform, the attention of this nation may be seriously occupied not only with political movement but also with substantial economic and industrial progress, and that the well-being of the people may be materially advanced by the removal of those obstacles which now impede the development of their national wealth and resources. We also trust that Japan will soon gain for herself a reputation for commercial intelligence and liberality equal to that which she has already acquired in regard to education and religious toleration, and that it may not long be said that the privileges which she gives to foreigners, in return for that free welcome which her people universally receive in Western States, are inferior to those which have been granted in the country to which I am now about to proceed.

Permit me to say to all those who have so kindly taken part in this entertainment, that I and my daughters are greatly touched by its cordial and spontaneous character, and by its being joined in by so many of the foreign residents upon whom we have no claim. In the presence of such a large concourse of ladies I feel a graceful and to me a most acceptable acknowledgment of the fulfilment of those social duties to which your address alludes, but which myself have taken only a minor share. Believe me that my daughters and myself most heartily reciprocate your kind farewells, and earnestly wish for your greater prosperity than that which has been attained in our day.

And to my countrymen I would add that, as you have so generously rung out your old Minister, welcome, my success, who is so favourably known to us all. It is with satisfaction to me to resign your interests into his able charge; and also to feel that they will be most carefully guarded in the interval which will transpire before he arrives.

Sir Harry Parkes and his party left the Gardens at eleven o'clock, but many visitors remained and dancing was kept up till midnight. *Yokohama Daily Mail*.

CHOLERA AT SWATOW.

There is no doubt that the cholera is very severe around Swatow. It began this season at a large fishing town called Yachung-po, and has carried off at least five hundred in that place alone. It then came to Swatow, where the number of cases has ranged from ten to twenty per day, and now it is spread all over the country, following the lines of travel, and moving inland. There is no wonder that it has become an epidemic. Sanitary measures among the natives are not thought of. No care is taken to remove causes of infection, bodies have sometimes remained uncoffined for two days, and thus in the midsummer heat is generated and diffused an effluvia of the most malignant kind. It is a matter of no surprise, then, that new victims begin to fall in all the houses round about. It may, perhaps, be owing to this intensified degree of the poison, that so many cases run with rapidity and violence their fatal course. A very few hours, sometimes, and the man is dead.

And, yet, if the disease is taken in time the danger is not so great. Large quantities of medicine have been dispensed by Dr. Lyall from the Mission Hospital, and pains have been taken to ascertain the results. It is thought not too much to say that where the medicine is promptly administered in early stages of the disease, seven cases out of ten are prevented from advancing to collapse.

That a singular fatality has attended cases among the shipping is not adverse to this conclusion. It is known that in a number of instances the unfortunate victims had been on shore with heads poorly protected from a blazing sun. Then in the evening came a dinner of fruit, melons, pine-apples, persimmons, and even mushrooms; then a sleep on deck with a cool current of air blowing over the body. At midnight came the *avant courier*, only a little diarrhoea. "Will be all right by morning. If not, will then send for the doctor." But by day-break the pestilence has him in its grip and the struggle between life and death has commenced. The physician is hurriedly sent for, but has to work against heavy odds, which would have been a little suitable medicine to be used promptly, while as yet there was "nothing but a little diarrhoea."

Of course the Chinese are frightened and speak of the scourge in under-ones and with bated breath. In various towns the killing of animals for food has been forbidden, and shops have been closed for short periods as a sort of penance. In some villages they have had the practical good sense to establish a quarantine, and carefully prohibit approach from infected places. In one large town where there has been a mortality of between one and two hundred, the disease is said to have been brought from Swatow by one who had nursed a cholera patient and returned home bringing a quantity of infected garments.

It has been reserved for an Am-po man to find out the real cause of the pestilence and to suggest a unique way of shortening its duration. He says that the way to get rid of it is to shorten the year. The way to get rid of it is to shorten the year. He suggests that this miserable year, therefore, be terminated with the 8th moon, and that the New Year begin four months earlier. The cunning scamp is aware that the cool weather will come about that time, and his predictions will not miscarry. *The Star in the East*.

FATAL ACCIDENT ON THE SHANGHAI RIVER.

An accident attended with fatal consequences occurred early this morning (August 27th) near Black Point. It appears that three of Messrs. Hall & Holter's assistants, Messrs. Bowman, Ramsay, and Darg, had been down the river for a cruise, and were returning so as to be in time for business. At about half-past four, whilst the three gentlemen were in their boat, they heard the whistle of a steamer, and before they had time to look round, the steamer, which turned out to be the *Taku*, Captain Davies, just arriving from Foochow, was close upon them and ran into the house-boat, turning her completely over. The three foreigners immediately struck out for the shore, but the lowland and coolies, none of whom could swim, stuck to the wrecked boat. Captain Davies immediately lowered a boat, but before this was done Mr. Ramsay had reached the shore in safety, Mr. Darg had sunk his nose above, and Mr. Bowman was left battling against the tide, and was only rescued in the nick of time, as he had sunk twice before he was got into the ship's boat.

From further inquiries we learn that Captain Davies in endeavouring to avoid collision, and perhaps sacrifice life, jeopardized his ship so much that the stern of the vessel caught the ground, and the steering gear was carried away. Captain Davies' praiseworthy efforts in saving life are worthy of mention. Mr. Ramsay, after he had reached the bank, travelled into the water again, and was hauled on board the steamer in a very exhausted state. Mr. Bowman was picked up, as we have said before, more dead than alive, but no traces could be found of Mr. Darg. The native crew were also rescued by the *Taku*'s boat.

Mr. Ramsay went down to-day in a steam launch, and pointed out the scene of the disaster to the natives, who are dredging for the body of Mr. Darg.

The wreck of the boat is now on Gough Island, on the Pooking side.

The following account has been handed to us by Captain Davies. At 4-30 a.m. on the 27th, (ebb stream running) whilst the steamer *Taku* was proceeding up the river, below half-way or "Black Point," observed a house-boat going the same way, being on the starboard side of the channel and a little on the starboard bow of the *Taku*. One long blast of the steamer's whistle was blown to call the attention of the occupants, and when approaching within a cable's length of her, and in a fair way of passing without any danger, she deliberately sculled into position to cross the steamer's bow. One long continuous blast of the steamer's whistle was then given, and the helm put to starboard, but still those in charge of the boat would persist in trying to cross the bow. The helm of the steamer was then put hard to starboard, with the intention of running her on the bank, and stopped the engines, but the bluff of the *Taku*'s bow took him on the port side, causing him to career over, and commence to roll. The steamer's engine during this time was going astern, but the vessel still had a little headway. Stopped the engines on account of the house-boat upsetting alongside, and when he cleared the propeller we went astern full speed again, the vessel best taking the ground, carrying away steering gear, 800 tons of cargo, and rescued five Chinese, and Mr. Bowman, Mr. Ramsay having swam on shore, was hauled on board over the stern of the *Taku* from the bank in a very exhausted condition. Unfortunately Mr. Darg could not be found anywhere. After repairing our steering gear temporarily, and ship floated, proceeded up the river, and arrived at the wharf at 7 a.m. Had those in charge of the house-boat continued their original course the accident would not have happened, or if one sweep of the yuloh had been given in the proper direction when the second blast of the steamer's whistle was given, the steamer and the house-boat would have passed each other at least 40 feet apart. *Mercury*.

CHEFOO.

(FROM OUR CORRESPONDENT.)

August 23rd, 1883.

One of the men of H.M.S. *Flying Fish* died suddenly of cholera on the 19th inst. This vessel has now removed to the outer anchorage.

M. S. Thomsen, who had been suffering some time, died of dysentery on the 18th inst., and was interred the following day.

The U.S.S. *Monocacy* arrived from Corea on the 19th and returned thither after having coaled. A Naval Court to enquire into the loss of the steamship *Footchow*, which was held yesterday and adjourned till to-day; the judgment has not been given up to hour of writing. Salvage operations are going on, which, however, are not much favoured by the weather. *On dit* that Mr. Oestmann, one of the latest valuable additions to our small community, is going to Korea to take up a prominent appointment in the foreign office.

At the same time rumours are in circulation as to the great scarcity of whisky and lager beer in that kingdom.

A Chefoo Ice-house Company has been projected by an enterprising gentleman in this place. As ice has been a long-felt want of the community there is no doubt, but that this undertaking will prove a brilliant success.

Great praise is due to the promoter of the "Savage" Club, which has lately been started and holds its meetings in the "Glenone House."

The *Pet Yang* squadron, from Wei-hai-wai, arrived here on the 22nd instant.

Shipping in the harbour.—British schooner *Willie*, Chinese cruiser *Fai-koo* and H.M.S. *Flying Fish*.—*Mercury*.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

August 20th, 1883.

To-night the Customs Taotai entertains his Chinese friends at the Admiralty Building, and a few select foreigners are invited. Taotai Ma Kien-tung, as superintendent of H. E. Li Hung-chang's military band, has given permission for it to play, and it is said that he has also issued an order that this band is to play each Saturday here.

H.E. Fung, the senior Annamese envoy here, is said to be dying; the Chinese say that out of grief for His Majesty Tu Duc of Annam. H.E. Li Hung-chang would not receive him, but that whoever the envoy had to say, he should say through the Customs Taotai, who will communicate it to him, through whom he would send his reply. All this much affected Fung, and after a few days' sickness he expired to-day. The Customs Taotai is said to be very sorry, and has ordered a splendid coffin. The junior envoy bewails very much the death of the chief, and refuses to partake of food.

You have, it seems, an old saying that it never rains but it pours; it appears to be the same with our Chinese friends. On Saturday the Senior Annamese Envoy, Fung, died, and the Chinese say also that the Dai In Kun has died at Pao-ling Foo, so that at one lift China has got rid of two of her war chiefs. Similar news has reached us here from Chefoo. The question comes thence, is the Dai Kun dead?

The Korean and Japan Trading Treaty is arranged. Japan pays an *ad valorem* duty of 5 per cent. It appears that all will pay the same.

The new road from the Settlement to the Viceroys' yamen is finished, and lamps are to be erected to light up the street. That this useful work has been done, and so well, is due to our present Customs Taotai; any other Taotai would not have contributed Tls. 15,000, as it is said, towards it, and defied the opposition he met with. When it is finished and those who opposed it are that the raising of the roads and the bund from being flooded, as that on the other side of the river was, they all now say "How kind and foreigners and Chinese alike say that he is a good man; even H.E. Li Hung-chang himself joins in saying it."

It is spread about here that Taotai Ma Kien-tung, when the Consul-General Mr. E. Fleesch called on Li Hung-chang at the request of Mr. Tricou, insulted Mr. Fleesch, who called for an apology, which it is said Ma Kien-tung refused to give, nor has given yet. On account of this his former French friends here pay very little attention to him. If it is so, it is strange that you don't know anything about it, nor have reported it.

The weather is very dull, with slight rain; we have had rain enough. Thermometer, 80° Fahr.—*Mercury*.

Post Office.

A MAIL WILL CLOSE.

For Swatow and Amoy.—Per *Cheang Hock Kian*, to-morrow, the 4th instant, at 3-30 P.M.
For Manila.—Per *Emeralda*, to-morrow, the 4th instant, at 4-30 P.M.
For Singapore.—Per *Glenelg*, to-morrow, the 4th instant, at 5 P.M.
For Swatow, Amoy, & Foochow.—Per *Kuang-tung*, on Wednesday, the 5th instant, at 11-30 A.M.
For Nagasaki, Hiogo, and Yokohama.—Per *Zambesi*, on Saturday, the 15th instant, at 11-30 A.M.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)
THE Company's Steamship—

"ESMERALDA"
Captain Wright will be despatched for the above Port, TO-MORROW, the 4th instant, at 5 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 3rd September, 1883. [678]

NOTICE
THE Undersigned have REMOVED from the date their Office to No. 24, Praya Central, 1st Floor, Corner of Pottenger Street.

REMEDIOS & Co.
Hongkong, 1st September, 1883. [679]

NOTICE
ST. JOHN LODGE OF HONGKONG,
No. 618, S.C.

AN EMERGENCY LODGE will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY, the 6th instant, at 8 for 8-30 P.M. precisely. Visiting Brethren will be made cordially welcome.
Hongkong, 3rd September, 1883. [680]

For Sale.

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE, SILK of all kinds.
Apply to

FUNG TANG,
OF HER CHEONG CHING HONG,
41, Bonham Strand,
Hongkong, 6th August, 1883. [621]

FOR SALE.

THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL," situated at Nos. 222 and 224, Queen's Road Central. The House contains ONE AMERICAN BILLIARD TABLE which is in first-class condition.
For further Particulars apply to

JOHN OLSON,
National Hotel,
Hongkong, 14th June, 1883. [467]

FOR SALE.

EX STEAMSHIP "LAERTES."
A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

Capable of Condensing Three Thousand Gallons per day.
Apply to

G. FENWICK & Co.,
Victoria Foundry,
Hongkong, 25th April, 1883. [328]

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [469]

THE CITY OF MANILA CIGAR STORE.
HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Vagueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Panaman markets, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c.; Commissions Executed.
JOSE M. BASA,
No. 51, B, QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [345]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE IN LOTS FROM ONE TON UPWARDS.
COAL TARI IN BARRELS.

CHOY CHEW,
230, PRAYA WEST.
Hongkong, 5th April, 1883. [362]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, STORE-KEEPERS

AND
GENERAL COMMISSION AGENTS,
PRAYA CENTRAL.

AMERICAN ENGINEERS' AND HOUSEHOLD TOOLS.

FAIRBANK'S AND HOWE'S SCALES, SALTER'S SPRING BALANCES.

FORCE-PUMPS FOR SHIPS' USE, DRILLING MACHINES.

HITCHCOCK'S PATENT TABLE LAMPS, and HANGING PENDANTS.

BOTTLE WASHING AND CORKING MACHINES.

SHIPS SKYLIGHTS, POLISHED PLATE GLASS.

STEEL HAWSERS ON REEL STAND, CHARCOAL WATER FILTERS.

SPARKLING SCHARZHOFFERGER FLENSBURG STOCKBEER.

MARIENTHALER BEER, IN QUARTS & PINTS.

VEUVE CLICQUOT PONSARDIN AND THEOPHILE RORDERER & Co's

GLADIATEUR CHAMPAGNE.

CLARETS, VALEYRAAC MEDOC.

ST. ESTEPH MEDOC, MARGAUX MEDOC.

PURE CONDENSED ALPINE MILK, IN BOTTLES.

WESTPHALIA HAMS, SMOKED BEEF IN TINS.

GERMAN VEGETABLES IN TINS, BEST GOUDA CHEESE, IN TINS.

SALT MEAT SAUSAGES IN KEGS, SALT-SPICED BEEF IN KEGS, KEROSENE STOVES.

Hongkong, 14th July, 1882. [10]

Intimations.

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL, for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE. [502]

ROYAL YORK HOTEL,
OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Cities. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment, at STRICTLY MODERATE CHARGES.

A. HOADLY,
Proprietor.

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS.

JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [471]

D. K. GRIFFITH,
MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEACONSFIELD ARCADE, (Opposite the City Hall)

